

Runway Safety

John Wayne – SNA

ATIS – (714) 546-2279

Average Daily Operations – 1100

Normal Operations – Runways 19L & 19R

For more information about this airport contact:

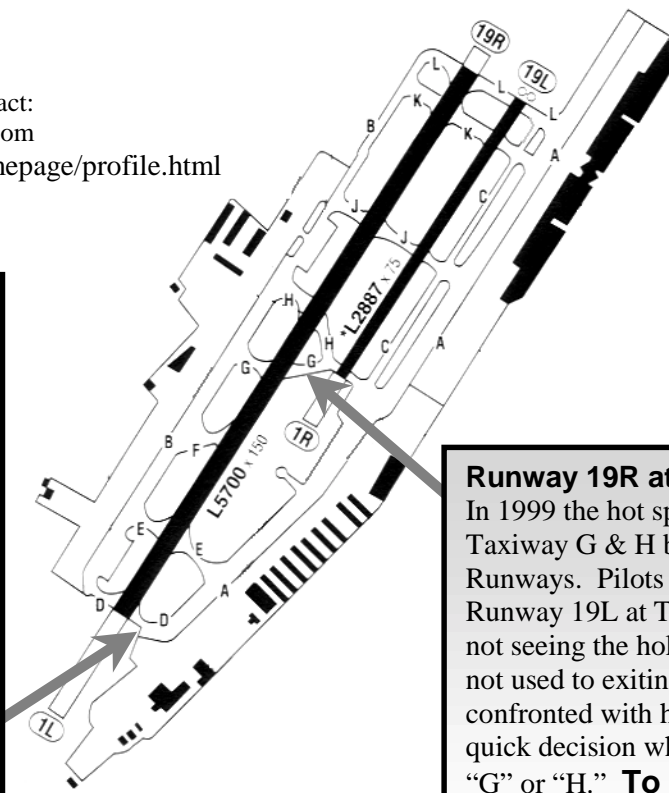
Tower (714) 668-0141 or SNAATCT@aol.com

<http://hometown.aol.com/snaatct/myhomepage/profile.html>

Runway 1L at Taxiway D on the East Side

There are not as many problems here because this Runway configuration is seasonal. (Santa Ana winds) Taxiway D merges into Taxiway A. Pilots taxiing from the southeast corner are faced with a lot of concrete here. Most of the concrete here is a non-movement area.

When instructed to taxi up to and hold short of Runway 1L at Taxiway D, the pilot will have to go onto "A" first. Changes have been made to improve signage and hold bar markings in this area.



Runway 19R at Taxiway G

In 1999 the hot spot was Taxiway G & H between the Runways. Pilots turning right off Runway 19L at Taxiway G were not seeing the hold bars. Pilots not used to exiting there were confronted with having to make a quick decision whether to use "G" or "H." **To resolve this issue taxiway "G" was closed.**

Half of the runway incidents involved a pilot based at SNA. In three incidents the pilot read back instructions correctly but crossed the runway anyway. One pilot crossed a runway when the controller told another aircraft to continue approach. 3 incidents involved aircraft taxiing up runway 19L mistaking it for taxiway C. (During construction on Taxiway "A")

All transient parking is on the East Side (Terminal Side) of the airport. A portion of Taxiway G between the runways is closed. The G/H intersection between the runways will be changed to a 90 degree taxiway (like J, K, and L). Construction estimated to begin June 2001.

Signature has two facilities, one on each side of the airport. The one on the Terminal side is where Transient aircraft park. This is commonly referred to as Signature East. This is important because Ground Control will need to know specifically where you are parked before they can give you clearance to taxi.

Several incursions this year involved pilots unfamiliar with the airport layout and/or not knowing where they were going once they got here. Please plan your after landing taxi as part of your preflight planning.

If you are coming to John Wayne for maintenance please call the business you are planning to visit and find out which side of the airport they are on and where they suggest you park your aircraft.

Additionally, there is/will be a lot of construction taking place. Best to check with Airport Management on the latest developments.